

MAIL

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.


PRICE, \$24 PER ANNUM.

Shipping.

Sailing Vessels.

FOR SAN FRANCISCO.

The 41 British Ship
"MARGARITE."

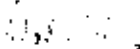
 JAMES OWIN, Master, will load
for the above Port, and will
have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, March 27, 1876.

FOR SAN FRANCISCO.


The **A 1 American Bark**
"JONATHAN CHASE,"
CURTIS, Master, will load for
the above Port, and will have
quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co,
Hongkong, March 27, 1876.

FOR NEW YORK.

The 4-1 American Ship
"CHARTER OAK,"
SMITH, Master, will load here
and at Whampoa, and will
have quick despatch as above.

For Freight, apply to.
VOGEL, HAGEDORN & Co.
 Hongkong, March 27, 1876.

FOR LONDON.
 The 3/3 L. 11 German Barque
 "J. H. LINDNER"

 RASMUSSEN, Master, will load for the above Port, and will have quick dispatch.

For Freight, apply to
ARNHOLD, KARBORG & Co.

Hongkong, May 6, 1876.

FOR SALE, FREIGHT OR CHARTER.
The British Bark
"CORINNE,"
GOEMAN, Master, of 395 Tons

Apply to
WIELER & Co.
Hongkong, April 29, 1876.

Notices to Consignees.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
S. S. *AVA*.

NOTICE.
CONSIGNEES of Cargo per S. S. "Gange," from London, in connection with the above Steamer, are hereby

informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained from THURSDAY, the 4th instant, at 10 o'clock a.m.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before Noon To-morrow, the 3rd Instant, requesting it to be landed here.

Goods remaining unclaimed after TUESDAY, the 8th Instant, at Noon, will be subject to rent and landing charges.

G. DE CHAMPEAUX,
Acting Agent.
Hongkong, May 2, 1876. my9

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

NOTICE.
CONSIGNEES per Company's Steamer
Tibre from Calcutta are hereby notified
 that the Cargo will be discharged into Boats

and landed at the Company's Godowns. In both cases it will lie at the Consignee's risk. The Cargo will be ready for delivery shortly after her arrival.

The above Steamer left Singapore on

Saturday, 1st April, for this port.
G. DE CHAMPEAUX,
Acting Agent.
Hongkong, April 6, 1876.

BRITISH SHIP BELTED WILL,
FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Under-signed for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel, will be landed and stored at Consignees' risk and expense.

VOGEL, HAGEDORN & Co.,

Hongkong, May 5, 1876.

CONSIGNEES of Cargo per German

BAKERS HIGENIA, MATSEN, Master,
from Hamburg, are requested to take
immediate delivery of their Goods from
alongside.
Cargo impeding the discharge will be

Consignees will have to sign an Average Bond before countersignature of the Bills of Lading.

Wm. PUSTAU & Co.,
Agents,
Hongkong, April 24, 1876.

To-day's Advertisements.

FOR SAIGON.
The Steamship
"CANDIA"
will not leave as above until
10th TO-MORROW, instead of
as previously notified.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, May 8, 1876. my9

FOR SHANGHAI.
The Steamship
"GLENFINLAS"
will be despatched for the
above Port TO-MORROW,
the 9th Instant, at 4 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, May 8, 1876. my9

FOR MANILA.
The Spanish Steamer
"ZAMBALANGA,"
will be despatched as above on THURSDAY,
the 11th Instant, at 4 p.m.
For Freight or Passage, apply to
REMEDIOS & Co.
Hongkong, May 8, 1876. my11

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Company's Steamship
"ANTENOR"
will be despatched on or
about the 25th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, May 8, 1876. my25

HONGKONG, CANTON, AND MACAO
STEAMBOAT COMPANY,
LIMITED.

FROM AND AFTER WEDNESDAY, the
10th Instant, and until further notice,
the Steamship "POWAN" will run between
Hongkong and Macao on alternate days,
leaving Hongkong on Tuesdays, Thursdays
and Saturdays; and Macao on Mondays,
Wednesdays and Fridays, at 9 a.m.

By Order,
P. A. DA COSTA,
Secretary.
Hongkong, May 8, 1876.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's steamer
"Anchises" are hereby notified that
the Cargo is being discharged into craft & landed
at the Godowns of the Undersigned, in both
cases it will lie at Consignees' risk. The
Cargo will be ready for delivery from
Godown on and after the 9th May,
1876.

Goods undelivered after 16th May, 1876,
will be subject to Rent.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, May 8, 1876. my16

FROM LONDON AND SINGAPORE.

THE S. S. "Glenfinlas," Capt. McBain,
having arrived from the above Port,
Consignees of Cargo by her are hereby
informed that their Goods are being landed
at their risk and stored at the Godowns
of the Undersigned, whence and from the
Wharf or Boats delivery may be obtained.
Optional Cargo will be sent on to
Shanghai unless notice to the contrary is
given before Noon To-day.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, May 8, 1876.

COMPAGNIE DES MESSEAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILIA, PORT SAID, NAPLES,
AND MARSEILLES;
ALSO,
BOMBAY, ST. DENIS AND PORT
LOUIS.

ON SATURDAY, the 13th May,
1876, at Noon, the Company's
S. S. "MEIKONG," Commandant FOACHE,
with PASSENGERS, SPECIES,
and CARGO, will leave this Port for the
above places.

Cargo and Species will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.
Shipping orders will be granted till noon.
Cargo will be received on board until
4 p.m.; Species and Parcels until 3 a.m.
on the 12th May, 1876. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Acting Agent.
Hongkong, May 8, 1876. my13

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour—

ALMA, German barque, Capt. Lehmann;
Melchers & Co.
LIZIE, British barque, Captain John
Jockey; Broudeur, Anthony & Co.
TARTAN, German brig, Capt. Kaemena;
Melchers & Co.
ORATO, British barque, Capt. Snadden.
LPHOENIA, German barque, Captain
Matson; Wm. Pustau & Co.
MARGARITA, British ship, Capt. Owens;
Vogel, Hagedorn & Co.
HOPS, British barque, Captain Boulton;
Gibb, Livingston & Co.
COMET, American ship, Captain William
E. Bray.

WILLIAM MANSON, British barque, Capt.
G. King; Adamson, Bell & Co.
LOUISA, German 3-m. schooner, Captain
H. Shierloh; Edward Schellhass & Co.
BRIGHT WIL, British ship, Captain J.
Brathwaite.
WODAN, German barque, Capt. Meyer;
Wm. Pustau & Co.

To-day's Advertisements.

NOTICE.

P. & O. S. N. COMPANY.

THE "HINDUSTAN," leaving here
with the Mails of the 20th inst., and
subsequent Mail Steamers, until further
notice, will proceed direct to Southampton.
A. McIVER,
Superintendent.
Hongkong, May 8, 1876.

JYLLAND, FROM HAMBURG.

CONSIGNEES of R. & S. 1/100, 100
Cases Bee, are hereby informed that
this Cargo has been landed at their risk
and expense and stored in the Godowns of
the Undersigned, whence delivery can be
obtained.
No Fire Insurance has been effected.
EDUARD SCHELLHASS & Co.,
Agents Danish Brig Jylland.
Hongkong, May 8, 1876. my15

TO BE LET—For a Term.

A COMMODIOUS and Substantially
Built 4-Roomed HOUSE (with
Garden and Servants' Quarters attached)
on the KOWLOON PENINSULA—Com-
manding excellent Views of the Harbour,
&c., and situate within 3 minutes walk of
the Landing Jetty. Possession to be had
on the 1st proximo.
For further information, apply to
Mr. STEPHENS, Solicitor,
2, Club Chambers,
Hongkong, May 8, 1876.

SHIPPING.

ARRIVALS.

May 6, (10.15 p.m.), Montgomeryshire,
British steamer, 1,146, Sturrock, Saigon
May 2, Rice.—H. Kien.
May 6, Louisa, German three-masted
schooner, 240, Shierloh, Haiphong April
24, General.—EDUARD SCHELLHASS & Co.
May 7, Asia, Danish steamer, 880, Mol-
son, Saigon May 2, Rice.—Wm. Pustau &
Co.

May 7, MacGregor, Brit. steamer, 1413,
Grainger, Bangkok April 29, Rice.—GIL-
MAN & Co.
May 7, Hieronymus, German barque,
400, Beah, Cardiff Dec. 13, Coal.—
SIEMSEN & Co.
May 7, Pavia, Spanish steamer, 107, R.
Lopez, Manila May 3, Rice.—REMEDIOS
& Co.

May 7, Anchises, British steamer, 1304,
Butler, Liverpool March 13, via Ports of
call and Singapore May 1, General.—
BUTTERFIELD & SWIRE.
May 7, Brigitta, French barque, 370,
T. Kerger, San Francisco March 4, Flour
and General.—RUSSELL & Co.
May 7, Wodan, German barque, 430,
Meyer, Saigon April 18, Rice.—PUSTAU
& Co.

May 7, Quarta, German steamer, 731,
Haye, Bangkok April 30, Rice.—PUSTAU
& Co.
May 7, Glenfinlas, British steamer, 1,366,
MacBain, London March 23, via Ports of
call and Singapore May 1, General.—
JARDINE, MATHESON & Co.

May 7, Agamemnon, British steamer,
1,550, J. Wilding, Shanghai 29, Amoy
May 3, General.—BUTTERFIELD & SWIRE.
May 8, Yangtze, British steamer, 783,
Schultz, Shanghai 6 a.m. May 4th, Gen-
eral.—SIEMSEN & Co.

May 8, Miss Kilmanegg, British brig,
229, E. Finlayson, Keelung May 4th, Coals.
—JARDINE, MATHESON & Co.
May 8, Otter Cape, British barque, 582,
Morday, Cardiff Jan. 6, Coal.—ARNHOLD,
KARBERG & Co.

May 8, Rota, Danish ship, 862, Hansen,
Cardiff Dec. 29, Coal.—JARDINE, MATHESON
& Co.
May 8, Gunga, French steamer, 797,
Grewer, Manila May 5, General.—REMEDIOS
& Co.

DEPARTURES.

May 6, H. M. S. "Frolic," for a cruise.
7, Yesso, for Swatow &c.
7, Beethoven, for Newchwang.
7, Dora, for Suai.
7, Tartar, for Whampoa.
7, Ocean Chief, for Bangkok.
7, H. M. S. "Vigilant," for a cruise.
7, Cyclops, for a cruise.
7, Lombardy, for Shanghai.
7, Malacca, for Yokohama.
7, Chanto, "H. K. C.," for Swatow.
8, Hertha, for a cruise.
8, Ariadne, for a cruise.
8, Yangtze, for Canton.
8, Agamemnon, for London, &c.
8, Singapore, for Australia, &c.

Blue Bell, for Singapore.
Pernambuco, for Saigon.
Anchises, for Shanghai.
Candia, for Saigon.

PASSENGERS.

ARRIVED.—Per Agamemnon, for Hong-
kong; Mr. Ogston, for Penang Mr. Halliday,
for London Mr. and Mrs. Monte, 5 children
and servant, Mrs. Godefrat and child,
Mr. Lord, Capt. Cornick, Mr. Fisher's 3
children. From Amoy: 310 Chinese for
Singapore, 280 Chinese for Penang, and 18
Chinese for Hongkong.

Per Glenfinlas, for Shanghai, Mr. Waring
and 200 Chinese for Hongkong.
Per Montgomeryshire, 6 Chinese.
Per Louisa, 8 Chinese.
Per Asia, 20 Chinese.
Per Anchises, Miss Bannerman, for Shang-
hai; 180 Chinese, from Singapore and
Penang for Hongkong.

Per Gunga, 3 Cabin and 153 Chinese.
DEPARTED.—Per Yesso, for Foochow, Mr.
Silverlock, Mr. and Mrs. Hasland, Mr. and
Mrs. Reeves and Mr. Lubbes; for Amoy,
Mr. F. S. Head.
Per Lombardy, for Shanghai, Mr. and Mrs.
Coutta, child and E. F. servant, Messrs W.
Hunt, R. Smith, J. Wilson, Fleet Surgeon
James Long, M.D. Messrs A. German and
E. W. Fox and 102 Chinese.

Per Malacca, for Yokohama, Mr. W. O.
Donnor, Mrs. Ramsey, infant and 2 children,
Miss Fatham. Mr. W. Taylor and 18 deck.
Per Agamemnon, for London, Mrs. Cairns
and family and 4 distressed Seamen; for
Straita, 60 Chinese.

Per Singapore, for Cooktown, 214 Chinese.

SHIPPING REPORTS.

The British steamer Montgomeryshire re-
ports: light winds and fine weather through-
out the passage. Passed S. S. E. Penedo off
Padaran on the 5th, bound South.

The German 3-masted schooner Louisa
reports: Easterly winds and fine weather
throughout the passage.

SHIPPING REPORTS.

The Danish steamer Asia reports: fine
weather with light winds and heavy N.E.
swell.

The British steamer MacGregor reports:
N.E. winds and fine weather throughout.
Passed S. S. Adria on the 4th bound
South.

The Spanish steamer Pavia reports: fine
weather throughout the passage.

The British steamer Anchises reports:
from Singapore had light Easterly winds
and fine weather.

The German steamer Quarta reports: in
the gulf light S.E. winds, on the coast of
Cochin China E. S. E. winds, thence to
port strong E. N. E. winds and fine
weather.

The German barque Wodan reports:
N.E. and E. winds and fine weather the
whole passage. Spoke a British barque off
Pulo Ocer de Mer, flying H.L.K.N. from
Cardiff for Hongkong.

The German barque Hieronymus reports:
fine weather and moderate winds until
passing the Cape of Good Hope, when ex-
perienced strong Easterly gales for 14 days
and made but little headway, and were
compelled to leave. Thence to the
Equator light S.E. winds. Up China Sea
had mostly S.E. and E. winds, the last 8
days fresh N.E. and E. winds and fine
weather. Passed the Danish ship Rota on
16th April, from Cardiff to Hongkong, and
the German barque Anna last Sunday, the
30th ult., from Cardiff to Hongkong, all
well on board.

The British barque Otter Cape reports:
had generally fine weather throughout the
passage. Passed Anjer 88 days from Card-
diff, and up the China Seas had light winds,
calms and latterly strong N.E. winds.

The British steamer Glenfinlas reports:
on March 27th when off Burling, shipped a
heavy sea which knocked Capt. Wilcox
off his feet, breaking his leg below the knee.
Arrived at Singapore April 29th having ex-
perienced fine weather nearly the whole
way. From Singapore to port had light
winds and calms until reaching the Paracels
when had moderate N.E. winds.

The British steamer Yangtze reports:
had light variable winds and fine weather to
Peshan Islands, thence to port moderate
N.E. winds and fine weather. On May 6th
passed French Mail Steamer and S.S.
China off Ocker bound North; passed H.M.
S. "Vigilant" off Breaker Point on the 7th.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE—

FOR SAIGON.—
Per THINGFALLA, at 8.30 a.m. To-mor-
row, the 9th inst., instead of as
previously notified.
Per OYERHINES, at 10.30 a.m. To-mor-
row, the 9th inst.
Per CANDIA, at 11.30 a.m. To-morrow,
the 9th inst.

FOR MANILA.—
Per LEONOR, at 11.30 a.m. To-morrow,
the 9th inst., instead of as previous-
ly notified.

FOR SHANGHAI.—
Per ANCHISES, at 11.30 a.m. To-mor-
row, the 9th inst.
Per GLENFINLAS, at 3.30 p.m. To-mor-
row, the 9th inst.

FOR SWATOW, AMOY & FOCHOW.—
Per DOUGLAS, at 11.30 a.m. on Wed-
nesday, the 10th inst.

FOR SINGAPORE & PENANG.—
Per NORDEN, at 1.30 p.m. on Wednes-
day, the 10th inst.

FOR BANGKOK.—
Per RAJANATHANUJIA, at 4.30
p.m. on Wednesday, the 10th inst.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet MEIKONG,
will be despatched on SATURDAY,
the 13th May, with Mails to and
through the United Kingdom and
Europe, via Marseilles; to Saigon,
Singapore, Batavia, Cebu, Australia,
New Zealand, Tasmania, Fiji, Aden,
Seychelles, Réunion, Mauritius,
Suez, and Alexandria.

Letters may also be forwarded to INDIA
by this Packet, but can be paid only
as far as Ceylon. The postage to
Ceylon must be prepaid. Such letters
should be marked "Ad to Ceylon only,"
they will go on from Ceylon as unpaid.

The following will be the hours of closing
the Mails, &c.:—

Friday, 12th May.—
5 p.m., Money Order Office closes. Post
Office closes except the Night Box,
which remains open all night.

Saturday, 13th May.—
7 a.m., Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.
10 a.m., Registry of Letters ceases.
11 a.m., Post Office closes except for Late
Letters.

11.10 a.m., Letters (but Letters only)
addressed to the United Kingdom,
to Saigon, or Singapore may be posted
on payment of a Late Fee of 18 cents
extra postage, until
11.30 a.m., when the Post Office Closes
entirely.

ALFRED LISTER,
Postmaster General.

General Post Office,
Hongkong, April 29, 1876. my13

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet CITY OF
PEKING will be despatched on MON-
DAY, the 15th Instant, with Mails
for Japan, San Francisco, and the
United States, which will be closed as
follows:—

2 p.m., Registry of Letters ceases.
2.30 p.m., Post-Office closes.
2.30 p.m., Correspondence may be posted
on board the Packet with Late
Fee of 12 cents extra Postage
until

2.50 p.m., when the Mail is finally closed.
Correspondence must be specially directed
for this route, and if not fully prepaid
will be sent by British Packet.

ALFRED LISTER,
Postmaster General.

General Post Office,
Hongkong, May 1, 1876. my16

MAILS BY THE ENGLISH PACKET.

The English Contract Packet HINDUS-
TAN will be despatched with the Mails
for Europe, &c., on SATURDAY, the
20th inst.

ALFRED LISTER,
Postmaster General.

General Post Office,
Hongkong, May 8, 1876. my20

General Memoranda.

WEDNESDAY, May 10.—

Noon.—Douglas leaves for Swatow,
Amoy and Fochow.
2 p.m.—Norden leaves for Singapore and
London.

THURSDAY, May 11.—

Noon.—Sale of the wreck of the Steamer
Kwanlung, at Mr W. Kerfoot Hughes'
office.
4 p.m.—Zamboanga leaves for Manila.

FRIDAY, May 12.—

Noon.—General Weekly Sale by Messrs
Lane, Crawford & Co.
SATURDAY, May 13.—

Noon.—French Mail leaves for Ports of
Call and Europe.

MONDAY, May 15.—

3 p.m.—American Mail leaves for Yoko-
hama and San Francisco.

TUESDAY, May 16.—

Goods per Anchises undelivered after
this date subject to rent.

THURSDAY, May 25.—

Antenor leaves for London on or about
this date.

THURSDAY, June 1.—

3 p.m.—Occidental & Oriental S. S. Co.'s
Steamer Oceanic leaves for Yokohama
and San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—Candia leaves for Saigon.
4 p.m.—Glenfinlas leaves for Shanghai.
Goods per Asia undelivered after
Noon, subject to rent and landing
charges.

Auctions.

2 p.m.—Sale of Household Furniture at
Mr J. M. Armstrong's Sale Rooms.

TO ADVERTISERS.

The attention of Advertisers is respect-
fully drawn to the fact that a copy of the
China Mail has for some time past been
placed on board of every Steamer and Sail-
ing Vessel on arrival in this Harbour.

Facilities which have recently been placed
within the reach of Captains and Officers of
Ships have resulted in a material increase
to the Subscription List of the Mail
amongst the shipping in port; and as
special arrangements have been made to in-
crease the usefulness of the Shipping List
and to extend the circulation in the Bay,
these advantages will be at once apparent
to Advertisers.

Orders may be sent to
GEO. MURRAY BAIN,
China Mail Office.

The publication of this issue commenced
at 7.45 p.m.

THE CHINA MAIL.

HONGKONG, MONDAY, MAY 8, 1876.

It is to be hoped that the statement in
a Shanghai contemporary, that the nego-
tiations which had been in progress for
some days past with reference to the
Woosung Tramway are likely to result
in a conclusion satisfactory to all, will be
justified by results. The News says the
main anxiety entertained by the Chinese
Government being on the score of its
"sovereign rights," arrangements
have been discussed which are likely
to secure all susceptibility on this score
without injury to individual interests
or to the ulterior prospects of the
enterprise now at stake. Some time
will, however, probably elapse before a
definite issue can be arrived at in the
matter. The Chinese Government are
said to be contemplating the purchase of
the tramway. One report alleges that
they have been offered the option of
purchasing it out of hand, or of holding
over the purchase money at interest for
a given time; or that the present Com-
pany should continue to work it for ten
years, after which it should revert to
the Chinese. There will not be the
slightest objection to the Chinese pur-
chasing the tramway, providing there is
no doubt of their intention to work it;
in fact, most people would like to see the
undertaking carried out under the aus-
pices of the Chinese Government to those
of a private Company. But, considering
the conservative policy hitherto pursued
at Peking, and the great and vexatious
opposition that has been offered to the
construction of the tramway by the Chi-
nese authorities, we should have some
difficulty in feeling assured that the
Government would enter into negotia-
tions for the purchase of the tramway
with any real intention of completing
and working it. It may be that the
Company has offered to sell the tramway
to the Government, and this has given
rise to the reports of the intention of
the latter to purchase the concern, or it
may be that the Government, believing
that the work will go forward with or
without their permission, are anxious to
get it into their own hands, so that they
may quietly put a stop to it without
fear of complications with any foreign
country on the matter.

A CORRESPONDENT of the Japan Gazette
makes certain statements respecting the
granting of certificates of competency to
engineers of steamships, which, if well
founded, certainly deserve the serious
attention of the authorities. He alleges
that much dissatisfaction has existed of
late among the marine engineers at
Yokohama "owing to the indiscriminate
sale of these certificates on board one of
Her Majesty's ships of war," and he gives
a case in point. A person at present
holding the position of Chief Engineer

of one of the largest and best ships of
the M. B. Company's fleet applied for a
certificate on board Her Majesty's ship.

He was questioned by the
Chief Engineer and found so entirely
ignorant of his business that a certificate
was refused him. It appears, however,
that subsequently powerful influence
was brought to bear in the matter on
the Chief Engineer, and he then granted
a certificate to the applicant. These are
the details of a case given by the cor-
respondent of our contemporary, and if
they are true there will be two opinions
as to the desirability of steps being at
once taken to prevent the recurrence of
similar instances. No doubt should be
allowed to exist as to the competency of
marine engineers; upon them depends
in a great measure the safety of a ship
and the lives of those on board,
and sea travelling would be rendered
most terribly unpleasant if we could
not feel assured as to the competency of
the men down in the engine-room. Ac-
cording to the writer of this letter the
case stands thus. For the sum of ten
dollars a Chief Engineer in the British
Navy gives a certificate of competency
to a person he considers incompetent,
and for a further sum of one dollar Her
Majesty's Consul attaches his name and
the seal of his office to the certificate,
thereby authenticating the signature of
the examining engineer. The advan-
tage of issuing certificates of compe-
tency at all to marine engineers in
this quarter of the globe, under the
present order of things here, might be
very well questioned. If the man is a
good engineer when he leaves England
or any other Western country, he can
there obtain a certificate of competency
and it is not likely, if he is not a com-
petent engineer when he leaves home,
he will become one very speedily in
China or Japan. Under any circum-
stances the present system of the power
being vested in the hands of one person,
of granting such certificates, although he
may be a chief engineer in Her Majesty's
Navy, calls urgently for amendment,
particularly when it is considered there
are fees attached to the work. It would
be better than retaining a system that is
open to abuse in the way indicated to
require individuals desiring a certificate
of this kind to get one in Europe or
America, but if this be not done, then
let a qualified Board of Examiners be
appointed. Such a Board need scarcely
entail any expense upon the authorities,
as it might consist of engineers engaged
in business in the locality, and what
little expense it did necessitate should
be defrayed by the fees charged to the
applicants for the certificates. The Con-
sul is of course in no way to blame for
attaching his name and the seal of his
office to a certificate granted to an in-
competent person. His duty in the
matter is simply to witness such documents
as are brought before him, and the fees he
charges for this attestation is a very mo-
derate one. We doubt not that, if the
matter is properly represented to the
officials in London, a sufficient remedy
for the existing state of things will in
due course be introduced.

THE SPIRIT OF THE MORNING
PRESS.

The Press says the Koreans probably look
upon their recent treaty with Japan as an
unavoidable calamity, but it will be certain
to prove a great gain, and may possibly
turn out an element of strength to them.
Had they remained in their isolated state
much longer their country would have in-
evitably become the prey of the first Power
who felt inclined to pick a quarrel with
them. The Russians have long been bear-
ing steadily southwards, and it might have
served them to incorporate a small weak
country that lay betwixt them and the
Pacific so long as it had no friends, and its
annexation would provoke no particular
show of hostility.—Commenting upon a
controversy going on in the native Japa-
nese papers respecting the disfiguring customs
practised in Japan and China, such as shaving
off the eye-brows, blacking the teeth and
compressing the feet, the Press says that
the people of Western countries are by no
means so free from blame as to be able to
cast stones at their Eastern sisters, for the
evil habit of tight lacing is still practised
by many, but they certainly have no custom
which deforms them like the compressed
feet of the Chinese ladies or which degrades
and disfigures like that practised by the
matrons of Japan.

THE HONGKONG NATIVE PRESS.

The Chinese Mail comments on the
frontier rectifying propensity of Russia.

The Chung Ngai San Po notices the es-
tablishment of a trading Company in Moscow
for carrying on trade in the interior of
China.

The Universal Circulating Herald com-
ments on the corruption of the Manchurians.

LOCAL AND GENERAL.

The German gunboat Cyclops left here
to-day for gun practice, and is expected to
return on Friday.

The British barque Hops has gone to
Kowloon Dock, and the Spanish steamer
Serpogen to Spratt's Dock.

SUPPLEMENT
TO THE
CHINA MAIL.

HONGKONG, MONDAY, 8th MAY, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's to the P. and O Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Agamemnon	5 h	Wilding	Brit. str.	1550	May 7	Butterfield & Swire	London, &c.	Noon
Altona	4 c	Muller	Ger. str.	1179	May 4	Wm. Pustau & Co.	Shanghai	
Anchises	5 h	Butler	Brit. str.	1304	May 7	Butterfield & Swire		
Asia	4 k	Pateau	Fch. str.	883	May 5	Siemssen & Co.		
Bombay	4 k	Molten	Dan. str.	880	May 7	Wm. Pustau & Co.	Yokohama	Mails
Braemar Castle	4 c	Marshall	Brit. str.	1327	April 11	P. & O. S. N. Co.		
Candia	4 k	Thomson	Brit. str.	1425	May 8	Adamson, Bell & Co.		
Cawdor Castle	4 c	Thomson	Brit. str.	1342	April 30	Jardine, Matheson & Co.	Hankow	K'loong Dock
City of Peking	3 h	Maury	Amer. str.	6079	April 29	P. M. S. S. Co.	Y'ham & S. F'isco	Mails
Cyprenes	7 c	Wood	Brit. str.	1280	April 30	Adamson, Bell & Co.		
Douglas	5 h	Burnie	Brit. str.	864	May 6	Douglas Lapraik & Co.	Coast Ports	
Glenfinlas	5 c	MacBain	Brit. str.	1366	May 7	Jardine, Matheson & Co.	Shanghai	
Jeddah	5 c	Clark	Brit. str.	994	May 6	Gee Cheong Hong		
Kjobenhavn	6 k	Paulsen	Dan. str.	701	May 1	Yuen Fat Hong	Manila	
Leonor	5 h	Aranguirre	Span. str.	408	May 6	Douglas Lapraik & Co.		
MacGregor	5 c	Granger	Brit. str.	1413	May 7	Gilman & Co.		
Montgomeryshire	4 k	Sturrock	Brit. str.	1146	May 6	H. Kiser		
Norden	4 c	Jensen	Dan. str.	778	May 2	Jardine, Matheson & Co.	S'apore and Penang	10th inst.
Oxfordshire	4 h	Jones	Brit. str.	1228	May 2	Jardine, Matheson & Co.		
Pasig	3 c	Lopez	Span. str.	117	May 7	Remedios & Co.		
Pawtuxet	4 k	Hyde	Amer. str.	280	June 18	Aug. Heard & Co.		Laid up
Pernambuco	5 c	Hyde	Brit. str.	646	May 4	Melchers & Co.		
Quarta	2 h	Haye	Ger. str.	713	May 7	Wm. Pustau & Co.	Bangkok	
Rajanattianhar	3 h	Hopkins	Span. str.	933	April 25	Yuen Fat Hong	Manila	Spratt's Dock
Sorogon	5 c	Lazarra	Brit. str.	174	May 2	Vogel, Hagedorn & Co.		
Vasco de Gama	5 c	Rice	Brit. str.	2000	April 29	Jardine, Matheson & Co.		
Venice	6 c	Watson	Brit. str.	1270	May 2	Jardine, Matheson & Co.	Yokohama	
Volga	5 c	Nomdedeu	Fch. str.	950	April 26	Messageries Maritimes		Repairing
Yottung	2 h	.....	Brit. str.	324	June 9	Kwok Acheong		
Sailing Vessels								
Alden Basso	3 c	Noyes	Amer. bk.	342	Mar. 10	Rozario & Co.	Honolulu & S. F'co	
Alma	8 h	Lehmeyer	Ger. bk.	385	April 26	Melchers & Co.		
Annie Fish	8 k	Hilfies	Amer. sh.	1496	April 23	Messageries Maritimes		
Bolted Will	3 c	Branthwaite	Brit. sh.	812	May 5	Order		
Brema	4 c	Timpe	Ger. bk.	380	May 2	Wieler & Co.		
Brigitta	.....	Kerger	Fch. bk.	370	May 7	Russell & Co.		
British Crown	8 c	Andrew	Brit. bk.	448	April 27	Lammert, Atkinson & Co.		
Cap Horn	1 h	Green	Ger. bk.	401	April 22	Wm. Pustau & Co.		
Caroline Behn	1 h	Schmidt	Ger. bk.	673	April 24	Siemssen & Co.		
Catherine Marden	3 h	Marden	Brit. sch.	287	April 30	Wm. Pustau & Co.		
Chas. C. Leary	3 c	Stephen	Amer. bk.	644	April 24	Captain		
Christina A. P.	4 c	Federico	Amer. sch.	175	Jan. 8	Order		
Columbia	2 h	Solano	Brit. bk.	344	May 1	Russell & Co.		
Comet	6 h	Bray	Amer. sh.	1157	April 23	Tudor Company		
Commissary	8 h	Hunter	Brit. sh.	900	April 23	Eduard Schellhass & Co.		
Corinne	8 h	Gorman	Brit. bk.	395	April 25	Wieler & Co.		
F. H. Jessen	4 c	Rasmussen	Ger. bk.	275	May 2	Wm. Pustau & Co.		
Fano	4 k	Norby	Dan. bk.	337	April 21	Eduard Schellhass & Co.		
Feiga	4 k	Christiansen	Dan. bk.	316	April 23	Eduard Schellhass & Co.		
Flodden	8 c	Murdoch	Brit. bk.	377	May 3	Order		
Franz	4 c	Hildebrandt	Brit. sch.	148	Dec. 18	Frazar & Co.	Australia	Repairing
Gustav Adolph	4 c	Oehlmann	Ger. bk.	272	April 30	Eduard Schellhass & Co.		
Hieronymus	3 h	Beahl	Brit. bk.	400	May 7	Siemssen & Co.		
Hope	4 c	Boulton	Ger. bk.	454	April 29	Gibb, Livingston & Co.		K'loong Dock
Iphigenia	4 c	Matzen	Brit. bk.	404	April 24	Wm. Pustau & Co.		
Jerfulcon	2 k	Bentley	Norw. bg.	287	May 1	Captain		
John Sverdrop	2 h	Petersen	Amer. bk.	182	April 6	Frazar & Co.	Bangkok	Repairing
Jonathan Chase	4 c	Curtis	Norw. bk.	693	Mar. 20	Vogel, Hagedorn & Co.	San Francisco	
Jylland	4 c	Laub	Dan. bk.	367	April 29	Eduard Schellhass & Co.		
Kvik	3 c	Lorang	Brit. bk.	400	April 27	F. Degenauer		
Lizzie	4 k	Lokey	Brit. sch.	216	May 2	Broadbear, Anthony & Co.		
Luciel	2 k	Ewen	Ger. sch.	240	May 3	Eduard Schellhass & Co.		
Louisa	3 k	Sterloh	Ger. bk.	240	May 6	Eduard Schellhass & Co.	Chefoo	
Louise Marie	3 k	Laine	Fch. bk.	553	May 2	Landstein & Co.		
Madagascar	8 h	Speason	Ger. bk.	289	May 3	Melchers & Co.		
Margarite	4 k	Owens	Brit. sh.	864	Mar. 17	Vogel, Hagedorn & Co.	San Francisco	
Marquis of Argyll	2 k	McKeon	Brit. bk.	500	April 10	Rozario & Co.	Melbourne & Sydney	
Mias Kilmausagg	7 c	Finlayson	Brit. bg.	229	May 8	Jardine, Matheson & Co.		
Mount Lebanon	8 h	Hall	Brit. bk.	580	April 23	Rozario & Co.		
Naworth Castle	8 h	Linklater	Brit. bk.	354	April 30	Douglas Lapraik & Co.		
Otago	2 h	Snadden	Brit. bk.	436	April 26	Captain		
Pallas	3 c	Snadden	Ger. bk.	493	April 21	Wm. Pustau & Co.		
Prince Arthur	4 c	Wells	Brit. bk.	296	April 25	P. M. S. S. Co.	Wanglam	
Ricca Genova	3 c	Cummins	Brit. bk.	626	April 24	Arnhold, Karberg & Co.		
Sootia	4 c	Duncan	Brit. bk.	321	May 4	Eduard Schellhass & Co.		
Shalimar	3 k	Cotter	Brit. sh.	1596	Mar. 30	Russell & Co.	San Francisco	
Swallow	8 c	Howes	Amer. sh.	1239	April 23	Order		
Sydenham	4 c	Bristow	Brit. sh.	1062	Feb. 26	Vogel, Hagedorn & Co.	San Francisco	
Vindex	8 h	Parkhouse	Brit. bk.	290	May 3	Order		
Wealthy Pendleton	1 c	Blanchard	Amer. bk.	809	Mar. 30	Captain		
William Manson	8 k	King	Brit. bk.	366	May 8	Adamson, Bell & Co.		
Wodan	3 k	Meyer	Ger. bk.	439	May 7	Wm. Pustau & Co.		
WHAMPOA								
Charter Oak	.....	Smith	Amer. sh.	963	May 4	Vogel, Hagedorn & Co.	New York	
Flensborg	.....	Koedt	Dan. bk.	330	May 1	Eduard Schellhass & Co.		
Marie Heydorn II	.....	Muhlmann	Ger. bk.	286	May 5	Wm. Pustau & Co.	Tientsin	
Presto	.....	Laidman	Brit. bk.	383	May 6	Arnhold, Karberg & Co.	Tientsin	
Tartar	.....	Kaemena	Ger. bg.	256	April 28	Melchers & Co.		
Vancouver	.....	Shaw	Brit. str.	2923	April 29	Jardine, Matheson & Co.		
Victor	.....	Sorensen	Norw. bg.	247	May 3	Eduard Schellhass & Co.	Tientsin	
CANTON								
Amoy	.....	Drewes	Brit. str.	814	May 4	Siemssen & Co.	Shanghai	
Yangtze	.....	Schultze	Brit. str.	783	May 8	Siemssen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Egeria	7 c	British	steam sloop	727	4	120	April 25	W. F. Castle
Flamer	4 k	British	aux. naval hospital	.....	.....	.....	.....	D. M. Insp. Gen. Morgan
Kearsarge	6 k	American	corvette	638	6	500	April 20	F. V. McNair
Kestrel	6 h	British	gun vessel	462	4	100	Mar. 15	C. B. Theobald
Meeanee	6 k	British	military hospital	2591	.....	.....	.....	Capt. Becker
Mosquito	7 h	British	gunboat	295	4	60	April 13	R. H. Paul
Thistle	6 h	British	gun vessel	464	.....	.....	Feb. 27	Francis Stirling
Victor Emanuel	6 h	British	Commodore's flag ship	3087	2	.....	.....	Commodore Pariah
At Canton								
Palos	.....	American	gunboat	308	.....	.....	April 18	W. R. Bridgeman
Yantic	.....	American	gunboat	410	3	238	.....	R. S. McCook

FOOCHOW SHIPPING IN PORT.
April 29, 1876.

Chun Sheng	British steamer
Cuba	for Shanghai
Fu Sheng	British steamer
Lapwing	British gunboat
Yang Woo	Chinese corvette
*Yesso	for Hongkong

SHANGHAI SHIPPING IN HARBOUR.
May 2, 1876.

MERCHANT STEAMERS.	
Aden	Chinese
Antenor	British
Columbian	British
Europe	British
Fire Queen	American
Formosa	British
Fujiyama	American

Galley of Lorne	British
Glennearn	British
Haining	British
Hanyang	British
Hindustan	British
Hirado	American
Hochung	Chinese
Honan	American
Howsang	Chinese
Hupei	American
Meikong	French
Ningpo	British
Olympia	German
Paouting	American
Shanghai	British
Swatow	British
Szechuen	American

* Since left port, or arrived at Hongkong.

Szechuen	.....
Tokio Maru	Japanese
Viking	British
Yehsin	Chinese

MERCHANT SAILING VESSELS.	
Cutty Sark	British ship
Ellen Browne	British barque
Hedwig	Swedish barque
Rideman	British barque
Rita	Spanish barque
Wm. Van Name	for New York

MEN-OF-WAR.	
Atalante	French iron-clad
Charybdis	British corvette
Erebus	Russian gunboat
La Clocheville	French corvette
Monocacy	American corvette
Surprise	French gunboat

2.—The Shanghai Derby.	1
Mr Henry's Solandella,	1
Troy's Hereward,	2
Distance—1½ mile. Time—3m. 17½.	
3.—The Merchants' Cup.	1
Mr Ten Broeck's Wild Moor,	1
See's Popin,	2
O'Leary's Ravenshoe,	3
Distance—2 of a mile. Time—1m. 32½.	
4.—The Engineers' Challenge Cup.	1
Mr Corns's Black Satin,	1
Stead's Secure,	2
Ubo's Lohengrin,	3
Distance—1½ mile. Time—2m. 46½.	
5.—The Race Club Cup.	1
Mr Morris's Black Hawk,	1
Edmond's Furore,	2
Kushan's Belle Rose,	3
Distance—2 miles. Time—4m. 33½.	
6.—The Tatters Cup.	1
Mr St. Andrew's Blues O'Mar,	1
Jos. Dawson's Nibookin,	2
Ten Broeck's Belle Rose,	3
Distance—1 mile. Time—2m. 10½.	
7.—The Hurdle Race.	1
Mr Edmond's Furore,	1
Lang's Tantara,	2

OPIUM IN THE INDIAN BUDGET.

In the Indian Budget for 1876-77, the following paragraph appears regarding the revenue from Opium:—

On the Revenue side, the first point to be noticed is that we have taken opium at six millions sterling net. It was mentioned in the last Financial Statement, that for several years the estimate for opium had never been put above five and a-half millions net, notwithstanding that the actual revenue year by year would have justified a much higher estimate; an increase of a quarter of a million was taken accordingly for 1875-76, placing the estimated net revenue for that year at five millions and three quarters. The Regular estimate justifies us in expecting a net revenue of £5,283,000, and this, as has already been shown, in the face of some drawbacks. The average

1868-69	...	8,781,000 net
1869-70	...	8,181,000 net
1870-71	...	8,032,000 net
1871-72	...	7,657,000 net
1872-73	...	8,871,000 net
1873-74	...	8,224,000 net
1874-75	...	8,215,000 net
1875-76 (Regular estimate)	...	8,283,000 net
Average	...	8,284,000 net

never in any one year fallen as low as six millions; consequently, we have felt no hesitation in taking the Budget estimate for the coming year at six millions net. The increase has been taken by raising the receipts by £150,000, and diminishing the expenditure by £100,000. As opium is one means by which China is paid for the tea it gives to England, the difficulty in the exchange transactions with the East will probably tend to quicken the export of opium in the coming year; and this may be held an additional reason for taking a fuller estimate than hitherto. Looking to the past, there is every reason to anticipate that even this estimate will be exceeded; but as we are taking a quarter of a million more than we did last year, the excess on the estimate, whatever it may turn out, will of course be, by so much less—a point which must not be left out of view in judging of the margin on the entire Budget.

INQUEST.

An Inquest was held this afternoon (8th), at the Government Civil Hospital, on the body of one Wong Ah-oh, by Mr James Russell, Coroner, with Messrs J. V. Baird, E. Rose, and Joseph Britto, as Jury. The deceased met his death by the bursting of one of the boiler-tubes of the River steamer *Kinsan* on the morning of the 6th instant. The deceased was scalded to death almost instantaneously.

Dr. C. J. Wharry, M.D., Superintendent of the Government Civil Hospital was examined, and stated that the body of the deceased was brought in on the evening of the 6th. He examined it this morning. It was that of a Chinese male adult. The deceased was scalded over the head, a greater part of the body and extremities. He died of the shock from the scalding.

Charles V. Lang, Chief Engineer of the steamer *Kinsan*, was examined.—On the morning of the 6th inst., about twenty-three minutes after leaving the Wharf, the super-heater burst. It burst from long use, I should rather think. I was in the engine-room at the time. The steam escaped below and came out at the connection door. There was another engineer in the engine room, but he was not on watch. The steam spread over the main-deck. I got my hand scalded in trying to reach the valve to shut it. I saw the deceased after his death. This was after all the excitement was over, and the passengers had been transferred. I did not know then that the accident was caused by the super-heater bursting. We came to anchor after this. The *Kinsan* was close by and stopped to take over our passengers. We discovered after search where the accident took place. At the time of the accident, the rate of our speed was 20 revolutions, that gave us a speed of 15 miles an hour. We were going with 25 lbs. of pressure. We have been going at 19 to 20 revolutions for some time. I have been engineer in that ship since 1863. In 1864 we had been going at 24 revolutions. Our boilers were made to carry 40 lbs. pressure; they are three years old on the 14th March last. They were looked to a fortnight ago, but they were not tested then. This super-heater appeared to be as strong as any other portion of the machinery. The super-heater was not more liable to deterioration than any other part of the machinery. It had been examined last Sunday. The examination was done by the Whampoa Dock Company, and I consider the work of patching was properly done. I consider the particular repair would have lasted three years. A set of boilers would last for about 10 or 11 years in river steamers. The boilers we have are our second set; the first set, built in New York lasted 11 years. There are two super-heaters on board, one to each boiler. When we returned to Hongkong with our boiler that day, we carried 15 lbs. steam, with 12 revolutions.

By a jury.—When the boilers were new

they would stand a test of 40 lbs. steam. I should have been confident in working them up to 30 lbs. at any time. There was no particular increase of steam put on that day because the *Kinsan* was close at our heels. We have been carrying the same steam for some time. Since the *Kinsan* came on the field, we have increased from 3 to 5 lbs. steam. The burst took place in the neighborhood where the repair had been made.

Lee Ayow, a cargo-boat owner, stated that on the 6th he was a passenger in the *Kinsan* in company with the deceased, a hawk of salt fish. They were sitting after the fire-hatch, close to the engine-room enclosure on the port side.

The exact position not having been clearly defined, Mr Russell thought it necessary to postpone the enquiry in order to see the steamer.

Chow A-yow, wife of the deceased, was examined. The deceased was 51 years of age. He went up to Canton on Saturday morning. The Inquest was then adjourned till Wednesday next at 4 p.m. at the magistracy, the Jurors to rendezvous at the Government Wharf to cross over to the Dock to see the steamer.

Manila.

By the steamer *Pasig* we have received files of Manila papers up to the 5th instant, and from these we glean the following news:—

The *Diario* says: The mate of one of the British ships in port was stabbed in the abdomen the other night by one of the sailors of the same ship. No reason is ascribed for the dastardly act, which is now being investigated by the British Consul. The wounded man lies in a precarious state at the San Juan de Dios Hospital, and is well taken care of.

The Manila Races in honor of the Sulu troops came off on the 8th instant. The Captain General Malcampo was present and distributed the prizes.

Thousands of pilgrims have visited the shrine of the Virgin at Antipolo.

The second volume of the Spanish translation of Dickens's *David Copperfield* has been published from the office of the *Diario*.

The *Arrivada* is advertised to leave for Cadix and Liverpool on the 20th instant.

From several of the provinces reports of murderous attacks, and robberies by highway men, are the only news received.

Police Intelligence.

(Before James Russell, Esq.)

May 8, 1876.

ALLEGED CONSPIRACY TO DEFRAUD.

Mr Robert Duncan, late Secretary to the Hongkong and Whampoa Dock Company, Limited, was summoned at the instance of Mr David Gillies, the present Secretary, for that he did "at various times within the four or five years past conspire, combine, confederate and agree with one Mr M. J. Rozario, late book-keeper to the Hongkong and Whampoa Dock Company, Limited, to defraud the said Company by surreptitiously and for their own profit and advantage selling or purporting to sell under other names, goods and chattels, consisting of sheathing metal, timber, paint, and other articles used by the said Company in its trade and business of Dock Owners and Ship-builders; and further did fraudulently represent to the said Company that certain goods were sold and supplied for the use of the said Company, which were not supplied, and the value of which was fraudulently appropriated by the said Robert Duncan and M. J. Rozario."

Mr M. J. Rozario was arrested on a warrant, and a charge in similar words was preferred against him.

Mr Brereton appeared for the prosecution.

Mr Kingsmill, instructed by Mr Denny, appeared for the defence of Mr Duncan, and Mr Handley, instructed by Mr Holmes, for Mr Rozario.

Mr Brereton, in opening the case for the prosecution, said, the charge against the defendants was that at various times within the last four or five years they did conspire, combine, confederate and agree together to defraud the Hongkong and Whampoa Dock Company by surreptitiously and for their profit and advantage selling or purporting to sell under other names goods and chattels consisting of sheathing metal, timber, paint and other articles used by the said Company in its trade and business of Dock Owners and Ship-builders, and that further they did fraudulently represent to the Company that certain goods were sold and supplied for the use of the Company which were not supplied, and the value of which was fraudulently appropriated by the defendants for their own use. The defendant, Mr Robert Duncan, was formerly for many years employed as foreman ship-builder and manager of the Dock at Kowloon. About four years ago, he was promoted to the position of Secretary to the Company. The defendant Rozario had been chief clerk or book-keeper at the Kowloon Dock for the last five years. Mr Brereton would show to the Court distinctly that these two men had conspired to defraud the Company in selling goods belonging to themselves or one of them to the Company at a profit in the names of other people. Emboldened by their success, they charged the Company for goods which were purported to have been sold to the Company, but which in reality the Company never had. As to the first charge, if he could satisfy the Court that these two men or either of them had been supplying goods belonging to them to the Company at a profit in the names of other people, he could bring the matter within the criminal law, and could sustain the charge of conspiracy. It was very well settled that when two or more persons conspired and worked together to do another person a civil injury, although the civil injury was not in itself a criminal offence, the conspiracy was a criminal act. He would show that on one occasion at least goods which were purported to have been sold to the Company, did not exist at all. The Company was in the habit of buying wood and other things of merchants here for the use of the Company, and among others, a quantity of teak-wood was bought of Mr Degener. Previous to July 1874 the Company made a purchase of teak-wood from Mr Degener, and

about the same time, another purchase was made of Messrs Lane, Crawford & Co., so that at this time the Company was well-stocked with teak-wood and did not require to buy any more. In July 1874 Mr Duncan himself bought a quantity of teak-wood from Mr Degener. He bought 24 crooks and 774 planks, altogether 898 pieces. Having been counted and measured, they were stored in a shed close to the water's edge in Kowloon Dock, not on behalf of the Company, but on behalf of Mr Duncan himself, until September 1874, when one night a typhoon came over and swept the whole pile into the water. Some pieces were recovered afterwards, but the greater part was lost. This state of things remained the same until January 1875. With regard to the purchases from Mr Degener, and Messrs Lane, Crawford & Co., the payments were made in the usual way, the practice was for the vendors to send in their bills, which were then submitted to the Directors, whose sanction having been obtained, the Secretary then initiated them and authorised payment. Now Mr Duncan having lost his teak-wood, thought it most convenient to charge the Company with the purchase. There was a contractor named Asing, who contracted to supply the Company with labour. The practice of payment was that all the coolies employed were included in the pay-list under the name of Asing, who then paid the men he had employed. These accounts were then submitted to the Directors, by whom they were passed, having been certified as being correct by the Secretary. In the account for January 1875 there was an item in Asing's bill for 24 crooks at \$687. They were represented as having been sold by Asing to the Company, but Asing would be put into the box and would prove that he had never sold a single piece of wood to the Company, and that the \$687 were actually paid to Mr Rozario. In the account for April 1875 the remainder of the timber Mr Duncan had bought of Mr Degener was shovelled into Asing's bill, the quantity being 8049 cubic feet at \$1 each.

Mr Russell asked what was the price Mr Duncan paid to Mr Degener. Mr Brereton replied that it was 85 cts. Now the measurement of the wood charged in the bill coincided to a fraction with the 784 planks he bought of Mr Degener. Thus the defendant not only charged the Company with the whole of the wood lost in the typhoon, but he made a profit of 15 cts a foot. There were other transactions connected with this case, but it would be more convenient to get through one point before taking them up. Mr Brereton then proposed to call Mr Degener. He would also mention that when the present Secretary took over the management of the Company's business, he looked into the books, and the stock given there was something like 7,000 feet, while the actual quantity in store was 2,000 feet.

Mr F. Degener was then examined. I am a merchant here. I have made sales of teak-wood to the Hongkong and Whampoa Dock Company. I made a sale in April 1874. (Press-copy of invoice put in.) On the 6th February 1874 I sold 16 teak logs and 26 teak planks to the Dock Company, measuring 807 cubic feet. On the 4th March I sold 23 teak logs and 574 teak planks, measuring 2,731 cubic feet. The first sale was at \$1 a foot; the second at 80 cents. I sold some teak-wood to the Foochow Arsenal the same year; also to Mr Robert Duncan.

Mr Brereton asked the date of the sale to Mr Duncan. Mr Kingsmill objected to any reference to the press-copy. The original should have been produced. Mr Brereton said that the invoice was with Mr Kingsmill, and he could produce it. Mr Kingsmill replied that he had no notice to do so. Even if he had it in his pocket, he was not bound to produce it. If Mr Brereton served the proper notice, he would ask the original to be searched for.

Mr Brereton contended that the press-copy in the witness's possession was the witness's original. Finally it was decided to postpone the examination of Mr Degener on this point till some other time.

Continued: The wood was delivered to Mr Duncan. The wood was piled up near the Bowington Canal. The price I charged was 85 cents a cubic foot. The delivery was made near Easton's yard. I do not know where the wood was taken to. I was paid by a cheque for the wood I sold to the Dock Company.

The witness was not cross-examined. Mr Brereton proposed to call two other witnesses who were in the employ of the Dock.

Mr Kingsmill applied that the case should be adjourned. He was acting for the Attorney General during his absence, and he must file the informations of the Criminal Sessions to-day. He was not asking the adjournment for his own convenience, but for the public service. Mr Brereton would like to consult the convenience of Mr Kingsmill if he could. But he thought it would be prejudicial to the Company to have the case postponed at this juncture. Having regard to the interest of his client he could not consent to postpone the case, however much he might be inclined to oblige Mr Kingsmill.

Mr Kingsmill repeated that he did not make the application for his own convenience but for the public service. Mr Brereton knew that, having been told so, and he (Mr K.) would never have resisted such an application under similar circumstances. Mr Brereton said that he had reasons for objecting to adjournment at this stage; he was not at liberty to say what they were, but the examination of the two witnesses would not last long.

Mr Kingsmill said he must leave now at all hazards. He could not stay any longer. Mr Russell observed that Mr Kingsmill's absence would not be of much consequence as there were counsel connected with the case.

Mr Handley observed that it might turn out that their clients' interests might be distinct from each other.

Mr Brereton pressed for the continuation of the case, whereupon Mr Kingsmill withdrew.

Mr Denny then applied for adjournment on the ground that he was only instructed yesterday, and that he had not mastered the facts of the case.

Mr Russell remarked that if the application for adjournment was put in that form, he was bound to grant it. It was different when made as a matter of personal convenience.

The case was then adjourned till tomorrow at 10.30 a.m.

Mr Brereton asked that the defendant might be put on heavy bail.

Mr Denny urged that Mr Duncan should not be placed on bail, he having appeared on a summons.

After some discussion Mr Duncan was not called upon to give bail.

Mr Brereton, in reply to the Court, said he asked as bail for Mr Rozario, two sureties of \$5,000 each.

Mr Handley objected to the amount as being heavy. The defendant had property in the Colony.

Mr Brereton observed that he would then have no difficulty in getting bail.

After further discussion, bail for Mr Rozario was fixed at \$5,000, in two sureties of \$2,500 each.

(Before the Hon. C. May.)

PUTID MEAT.

Saw-a-Chio, a butcher at the Central Market, was charged with exposing for sale a quantity of beef unfit for food. It stank very badly. Mr G. Saunders, the Usher of the Court, corroborated the evidence of Sergeant Quinoy, acting Inspector of Markets. Fined \$20, in default one month's hard labour.

A FALSE CHARGE.

Chun Chi Hin, a school-boy, was charged with stealing some pieces of clothing from one Ng-a-Kow, who represented himself as a student in the Central School. It turned out, after a somewhat close examination, that the charge was false. The complainant had borrowed some pieces of clothes of the defendant, and when he had no money and gave defendant a ticket for a jacket which he had pawned himself, telling the defendant that he could have the jacket if he redeemed it. Mr F. Stewart, the Head Master of the Central School, stated that the complainant was not a student in the school, having been expelled therefrom within the last two months. The defendant was discharged, while the complainant was fined \$25, in default two months' hard labour.

CUSTOMS REGULATIONS OF THE PORT OF HAI-PHONG.

The Government Gazette publishes for general information the following copy of an Extract from the General Regulation of Customs Houses concerning merchant ships and steamers, in reference to the port of Hai-phong.

Art. 1.—The port of Hai-phong is limited between the fort situated on the right bank of the Ou-Can, opposite the arroyo of Yang-chou, and the fort up the river of the arroyo of Hai-phong, on the left bank of the Ou-Can.

Art. 2.—The anchorage place for stranger ships, extends itself in the Ou-Can between the two forts aforesaid named; the Annamite and Chinese junks and barkis shall anchor or moor in the arroyo of Hai-phong.

Art. 3.—At the arrival of every ship in the port, a Customs-house agent shall be put on board, to survey the operations of loading and landing, and in order to prevent all sort of smuggling. Captains of ships are bound to observe the regulation concerning the police and security of the port, so as the police regulations concerning their crews when they are on shore, and of which regulations, connexion shall be given to them by the Harbour Master.

Art. 4.—It is absolutely forbidden to throw into Tonkin, fire-arms and war ammunitions. Are considered as prohibited goods: Cannons and all artillery arms, their carriages, tools and additions, bullets, bombs, small bombs, and others. Gunpowder. Fire arms, guns, revolvers and others. Swords, halberds, bayonets, pikes and others. Saltpetre. Military pieces of furniture for encampment, and tools manufactured for war purpose. All infringement to the present article entitles to a fine varying from fifty to five hundred dollars.

Art. 5.—Every ship shall receive at Hai-phong, at due time, an order specifying the number of fire-arms and war ammunitions being on board. This quantity and number shall have to be produced again at her departure, and must agree with the order, except when the uses made of them has been legally justified, under a penalty of a fine of one hundred dollars for the infringement, and legal proceedings in the case foreseen for the sales of gunpowder and war ammunitions. The ship being in infringement to this regulation shall be detained till the fine is paid, and that the charge has been cleared.

Art. 6.—Twenty-four hours from the arrival of a stranger ship in the port, the captain is bound to deposit the ship's papers and the manifest at the French Consulate. If in the forty-eight hours from the arrival, the above said paragraph has not been observed, the captain shall be liable to a fine of fifty dollars per day of delay, to the profit of the customs. The said fine shall not exceed the sum of two hundred dollars.

Art. 7.—The captain is answerable for the regularity of the manifest, which must reproduce the marks, numbers, contents, and value of each coil. The captain shall be liable to a fine of five hundred dollars if he offers a false manifest, but he shall be allowed to rectify the mistake in the twenty-four hours that shall follow the receipt of the said manifest in the hands of the French Consul, without being liable to this fine. When a part of the cargo shall be declared for re-exportation the specification must be made on the manifest. The ship shall be security for all the fines incurred during the course of these operations. She will be allowed to sail from the port only after the full payment of these fines.

Art. 8.—Only under special leave, no shipping or landing cargo or ballast, can take place, without the anchorage limits, and only from sunrise to sunset, Sundays and feasts days are excepted.

Art. 9.—Within the twenty-four hours from the time the captain shall have handed to the French Consul the ship's papers, the Consul shall send to the customs house in duplicate a detailed list; giving the name of the ship, the crew list, the legal tonnage of the ship, and the cargo list.

Fire-arms and war ammunitions that merchant ships may have on board for their own use and safety, must be declared number by number on the ship's papers; at the same time that the figures of the cargo, after that the Consul shall have handed to the customs house the detailed list, the surveyor of the customs house department shall deliver the order for landing, under reservation that the goods landed cannot be taken away under a penalty of a fine varying from fifty to five hundred dollars, according to the case, only after the proof that the duties claimed have been paid.

Art. 10.—The goods shall be verified on a designate place, according to the Consul's detailed list, and the customs house officers shall have the liberty of asking for the opening of the cases, snakes, balms and other

colic, and to ask for them to be weighed, in case that the specification given by the Consul's list should seemed insufficient or incorrect.

Art. 11.—After the expiration of the two days specified in the Articles 6 and 9 and before the landing is to take place, every merchant ship shall be bound to pay the full amount of duties for light house and anchorage, already fixed by Article 3 of the treaty.

Art. 12.—Every exporter of goods shall be obliged before beginning the discharging to make a declaration of the said to the French Consulate, which shall send the detailed list to the customs house, where an order for shipping shall be delivered.

The customs house surveyor shall afterwards proceed to the inspection of the goods according to the terms prescribed for the entries.

Art. 13.—When the ship shall have finished her loading, the captain or the consignee shall be bound to deposit to the customs house a detailed manifest of the export cargo. The captain who shall deposit a false manifest shall be liable to a fine of five hundred dollars.

Art. 14.—All cargo landed or shipped without an order from the customs house shall be liable to seizure; and also all goods shipped from a ship to another without a special order. These infringements shall be subject to a penalty of a fine varying from fifty to five hundred dollars.

Art. 15.—No captain of a merchant ship can receive his papers and sail from the port if he has not proved to the Consul that all the customs house duties have been fulfilled, and that the amount of duties have been paid to the full amount.

Art. 16.—For the goods carried from one place to another in the Chinese province of Yunnan towards the sea, or from the sea to Yunnan, the duties shall be received by the first Annamite customs house.

Concerning merchant ships sailing to Yunnan, the captain or his supercargo, shall deliver the ship's papers, manifests, and bills of lading, to the Consul at Hai-phong, who shall send without delay to the customs house office, a detailed list of the goods on which the duties are to be paid according to the indications registered on this list.

But in case of suspicion of fraud, the customs house shall have the liberty of ordering the landing of the goods in order to have them examined. When the duties shall have been paid in the hands of the Annamite officer, the customs house shall state to the fact by a certificate which production shall be sufficient to establish that the duties on the said goods have been paid, and that there is nothing to be claimed for their exportation.

Art. 17.—The reductions on the duties by reason of damages foreseen by the last § of Article 17 of the Treaty of Commerce, are not to be applied in any case to export goods. For the import and transit, these compensations cannot be allowed as far as the damage sustained shall have taken place during the passage, from the last port of shipping, and shall be the result of sea event regularly established by the ship's papers.

Art. 18.—It is strictly forbidden to throw in the river sand, stones, or other kind of ballast; which shall have to be landed in places pointed out by the harbour master. All infringement to this regulation shall be liable to a fine varying from fifty to one hundred dollars.

Art. 19.—It is strictly forbidden to captains and masters to leave the anchorage place which has been given to them, without an order from the harbour master. All infringement to this regulation is liable to a fine varying from ten to twenty dollars.

Art. 20.—If an infectious or epidemic disease breaks on board of a ship anchored at Hai-phong, the captain is bound to make an immediate declaration to the harbour master, and to comply himself to the rules and regulations of the public health, which shall be ordered to him.

If a death occurs on board of a merchant ship anchored at Hai-phong, either among the crew or passengers, the captain is bound to make the immediate declaration to the harbour master, and to comply himself to the regulations and rules of public order established to that occasion.

All infringement to this article is liable to a fine varying from fifty to one hundred dollars.

Art. 21.—The light and anchorage duties are fixed to three-tenths of a ton of capacity for ships coming in and sailing off the port with a cargo, and to fifteen hundredths of a ton per ton for ships coming in on ballast and sailing off loaded, or coming in loaded and sailing off on ballast.

Are considered as being on ballast, ships whose cargo is inferior to the twentieth of their capacity and in encumbrance, and to five francs per ton in value.

Art. 22.—Every pilot, light house guardian, &c., proved guilty of fraud or of having facilitated the same shall be immediately suspended from his duties by the customs house officer or surveyor, till his repeal has been ordered by the Consul, and without injuries to pecuniary penalties stipulated by the treaty.

Art. 23.—The Customs-house Offices are opened for business purposes every day, from eight o'clock to half past ten in the morning; and from two o'clock to five in the evening, are excepted Sundays and holidays.

China.

(N. O. D. News.)

The Ningpo correspondent of the *Courier* says, "It is reported that some of the crew of the lorcha *Mandarin*, which was pirated some time ago, have been captured; and it is expected that all of those who assisted in murdering the captain, and running away with the lorcha, will be brought to justice."

"The 'some time ago' should have been 'three years,' during the greater part of which time this foul act of murder and piracy was allowed to sleep. It is, to say the least of it, somewhat singular that just at the time the British fleet in these waters has received orders from home to co-operate with the German squadron in regard to the murders and piracy on board the German vessel *Anna*—which, so to speak, only happened yesterday—the perpetrators of the *Mandarin* outrage should be likely to be brought to justice. While not objecting in the slightest to British vessels being directed to aid in carrying out Prince Bismarck's instructions, we cannot help thinking that, if, on the occasion of the murder of Captain Main, who was a British officer, the British fleet had been instructed to insist on the discovery by the Chinese authorities (just as the Germans are doing in the *Anna* case) of the murderers and pirates, and also on the payment of the fine

7,000 or 15,000, the value of the *Mandarin* and her cargo, justice would have been satisfied long ago. However, better late than never.

SINGAPORE.

The city is full of rumours about the "cut off the pig-tail." But the foundation of these idle tales no one has traced. Wherever you go, you hear men talking about it, but no one has been seen "queeneless," and though you ask from teacher to coolie, no one has any interpretation to put upon the words. It is however evident that the people are on the qui vive on the subject.—N. O. D. News.

The Straits.

Our Singapore files extend to the 26th April.—The Spanish mail steamers which have hitherto run in connection with the outward French mail steamers will in future be associated in connection with the steamers of the P. & O. Company. The Spanish mail steamer *Paragua*, Captain Elizalde, from Manila with dates to the 19th arrived at Singapore on the 26th and owing to the new arrangement did not sail on her return voyage to the same port till after the arrival of the next outward P. & O. mail.

The requirements of this Settlement in the way of horseflesh seem to have grown enormously of late years. During the past two months over 100 newly arrived horses have been sold at open auction in the square, all realising high average prices. On the 21st April no less than 50 horses were disposed of in this manner, and notwithstanding previous heavy auctions brought an average of about \$156 each. Among the number was a thoroughbred named *Dandy*, well known at the Western Australian turf, which sold for \$490. This horse, we believe, will put in an appearance at the forthcoming races meeting.

H. M. Gunboat *Shidra*, Captain Hays, from Plymouth anchored in the roads on the 27th April, en route to the China station to join the British Squadron there.

Captain Fiolet of M.M. steamer *Emmer*, reported having spoken with the British ship *Mutah* in Banca Strait on 24th April, from Eyder bound to Singapore.

The French steam transport *La Creuse*, Captain Orel, from Bordeaux with dates to the 20th March, via Port Said, Aden and Galle, arrived at Singapore on 27th April, en route to Saigon, for which port she has 889 civil and military passengers.

The *Pioneer* has received a copy of a complimentary order published by Major-General Colborne. It was promulgated before the intention of retaining the 1,10th Regiment in the Straits had been made known: "On the probable conclusion of military operations in the Malay territory, and the approaching departure of the 1,10th Regiment from the command, the Major-General Commanding desires to express his thanks to Officers of the General Staff, Personal Staff, Communications Officers, Officers, Heads of Departments and their subordinates engaged, for the assistance he has received from them during the late operations in the Malay country. He requests Commanding Officers will convey to Officers, Non-commissioned Officers, and men under their command, his appreciation of the gallantry they have displayed in every attack on the position of the enemy; as well as of his sense of the general good conduct of the men, and of the unvarying good spirit and cheerfulness with which they have encountered considerable exposures and deprivations consequent on arduous marches through a very difficult country. The Major-General has to convey his very cordial acknowledgments to Brigadier-General Ross, C.B., for the support and ready co-operation on the Larut line, and

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
 THROUGH TO NEW YORK, VIA
 OVERLAND RAILWAYS, AND TOUCHING
 AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING" will be despatched for San Francisco, via Yokohama, on MONDAY, the 15th May, 1876, at 3 P.M., taking Passengers, and Freight, for Japan, the United States, and Europe.
 Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.
 A Steamer of the Mitsui Bussan S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.
 At New York, Passengers have selection of various Lines of Steamers to England, France and Germany.
 Freight will be received on board until 4 P.M. 14th Proximo. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
 For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.
 G. B. EMORY, Acting Agent.
 Hongkong, April 15, 1876. my15

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 1st June, at 3 P.M., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.
 Freight will be received on Board until 4 P.M. of 31st Instant. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
 Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.
 For further information as to Freight and Passage, apply to the Agency of the Company, Praya West.
 G. B. EMORY, Acting Agent.
 Hongkong, May 1, 1876. jel

For Sale.

FOR SALE.

200 Cases OLARET from BORDEAUX. Apply to
 LANDSTEIN & Co.
 Hongkong, March 10, 1876.

FOR SALE.

1 VERY HANDSOME PHAETON.
 1 Set Double HARNESS, nearly new.
 1 Set Single HARNESS.
 Apply to
 L. MALLORY,
 No. 2, St. John's Place.
 Hongkong, April 19, 1876.

WASHING BOOKS.

(In English and Chinese.)
 WASHINGTON'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price \$1 each.
 CHINA MAIL OFFICE.

DUO DE MONTEBELLO CARTE BLANCHE CHAMPAGNE.
 Quarts, \$15 per case (1 dozen).
 Pints, \$8 " (2 ")
 5 per cent. discount on 25 cases.

Bourbon WHISKY.

\$12 per case (1 dozen).

FOR SALE BY

HEARD & Co.
 Hongkong, June 22, 1876. 24

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100; for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent. on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports in Japan, the Straits, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agencies is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

CHUN AYIN,
 Manager.

Hongkong, February 23, 1876

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.
 NORTON & Co.,
 Agents.
 Hongkong, January 1, 1874.

YANG-TSEH INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAELS

POLICIES granted on Marine Risks to all parts of the world at current rates. This Association will, until further notice, provide out of the earnings, first for an Interest Dividend of 15% to Shareholders on Capital, and thereafter distributed among Policy holders, annually, in cash, ALL the Profits of the Underwriting Business, pro rata to amount of premium contributed.

RUSSELL & Co.,
 Agents.
 Hongkong, July 9, 1872.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Oats in Malthouses, on Goods on Board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBURG & Co., Agents Hongkong & Canton.
 Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRE,
 Secretary.
 Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Poochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,

A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

Hongkong, July 26, 1872.

CHINESE INSURANCE COMPANY.

(LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYMPHANT & Co.,
 General Agents.
 Hongkong, April 17, 1875.

YANGTSEH INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association will allow a Brokerage of Thirty-three and One Third per cent. (33 1/3%) on Local Risks only.

RUSSELL & Co.,
 Agents.

Hongkong, June 3, 1874.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1874.

Insurances.

THE SOUTH AUSTRALIAN INSURANCE COMPANY, ADELAIDE.

CAPITAL, £500,000.

THE Underigned having been appointed Agents for the above Company in Hongkong, China and Japan, are prepared to issue Policies of Marine Insurance, payable in Australia, London, Calcutta, Bombay, Mauritius, China and Japan at current rates.

ADAMSON, BELL & Co.
 Hongkong, September 6, 1875. jy1

THE SCOTCH IMPERIAL INSURANCE CO.

THE Underigned having been appointed Agents in Hongkong, for the above-named Company, is prepared to grant Policies against Fire, on Buildings and on Goods to the extent of \$10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premiums for Life Insurance in China.

Life Policies effected during the year 1875, share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.

Hongkong, September 27, 1875.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
 Agents.
 Hongkong, July 6, 1875.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co.,
 Agents, Royal Insurance Company.

Intimations.

NOTICE TO CREDITORS.

NOTICE is hereby given, that all CREDITORS and other Persons having any CLAIMS or DEMANDS upon or against the Estate of JOHN WOTHERSPOON, late of Bangkok, in the Kingdom of Siam, who died on the 6th day of July, 1871, and whose Will was duly proved in the Probate Jurisdiction of the Supreme Court of Hongkong by WILLIAM HENRY BARRINGTON, of 29, Queen's Road, Hongkong, Solicitor, to whom Letters of Administration with the Will annexed were duly granted by the said Court on the 10th day of March, 1876, are hereby required to SEND in writing the PARTICULARS of their Claims or Demands to the said WILLIAM HENRY BARRINGTON, on or before the 1st day of July next; and notice is hereby also given, that at the expiration of the last mentioned day the said WILLIAM HENRY BARRINGTON will proceed to distribute the Assets of the said JOHN WOTHERSPOON amongst the parties entitled thereto, having regard to the Claims of which he has then had notice; and that the said WILLIAM HENRY BARRINGTON will not be liable for the Assets or any part thereof so distributed to any person whose Claims he has not had notice at the time of the distribution.

Dated this 29th day of March, 1876.
 W. H. BARRINGTON,
 29, Queen's Road, Hongkong,
 Solicitor.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Luen Hing Street; Ohai Heng Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Teal Street; Mr Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Ship, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heung Shop, Sin Chong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun Loong Hong.

Amy.—Chin Cheong Hong, Mook Kek Street.

Poochow.—Mr Yi Ching Cheong, Poochow Arsenal; Mr Lam Kwok Ching, Maritime Customs.

Shanghai.—Mr Ng Ching Shun, Maritime Customs; Mr Ho Yue Onnen, Maritime Customs; Mr Chun Sing Hol, Messrs Jardine, Matheson & Co.; Mr Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningbo.—Mr Sung Min Chae, Maritime Customs.

Hankow.—Yee Hing Hong.

Chafon.—Yee Shun Hong.

Japan.—Mr Leong Ching Tong, Municipal Office, Yokohama.

Singapore.—Wong Hong.

Singapore.—Sing Kee Hong; Kwong Fook Sang Hong.

Peking.—Yee Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fook Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express couriers who carry the official despatches, and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

Intimations.

THE MERCHANTS' MARINE INSURANCE COMPANY, LIMITED, OF LONDON.

SUBSCRIBED CAPITAL, £500,000.

THE Underigned, having been appointed Agents in Hongkong for the above Company, are prepared to issue Policies of Marine Insurance at current rates, payable in London, India, Australia, New Zealand, Straits, Mauritius, Java, Manila, China, Japan, California, &c., &c.

ADAMSON, BELL & Co.
 Hongkong, March 24, 1876. je24

STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL, £250,000.

THE Underigned, having been appointed Agents in Hongkong and Shanghai for the above Company, are prepared to issue Policies of Fire Insurance at current rates.

ADAMSON, BELL & Co.
 Hongkong, March 24, 1876. je24

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of TWICE WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the Chinese Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Port of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

Mr CHUN AYIN,

Manager.

China Mail Office,

17th February, 1874.

WANTED.

AN Experienced European FEMALE to accompany a Family with 3 Children to England. Terms, a free Passage. Applications to be sent to the Office of this paper, addressed "A. B. C."
 Hongkong, April 11, 1876. my11

Now Ready.

THE CHINA REVIEW.

Vol. IV., No. 4.

Annual Subscription, postage included, \$6.50.

CONTENTS.

Essays on the Chinese Language.
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 Pao-ssu: The Cleopatra of China.
 An Introduction to a Retrospect of Forty Years of Foreign Intercourse with China.

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 The Expedition of the Mongols Against Java in 1293, A.D.
 The Wry-Necked Tree.
 Phallic Worship.

Short Notices of New Books and Literary Intelligence.

Notes and Queries on Eastern Matters.—Chinese Anti-Opium Associations.

Publications of the Hongkong Corresponding Committee of the Religious Tract Soc.

Hongkong School-book Committee.

Chinese Will.

Chinese Breach-Loading Guns.

History of the Maritime Provinces.

Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, March 11, 1876.

To Let.

TO LET.

With Immediate Possession.

THE Dwelling House No. 4, Alexandra Terrace.

The Store and Dwelling House, No. 81, Queen's Road, lately in the occupation of Miss GAZETT.

The Store and Premises, Nos. 42 and 44, Queen's Road, lately in the occupation of Messrs DUNN & Co.

The Dwelling House and Office, No. 1, Wyndham Street.

(Also with occupation from 1st May next.)

The Dwelling House No. 49, Peel Street, now in the occupation of Mr HAYDOCK.

The Dwelling House No. 1, Alexandra Terrace, at present in the occupation of Dr SROU.

The Dwelling House No. 2, Gough Street, occupiable from 1st June.

Apply to

DOUGLAS LAPRAIK & Co.

Hongkong, May 1, 1876.

TO RENT CHEAP.

OFFICES and Godown, No. 56, Praya, lately occupied by Messrs TAYLOR & THOMPSON. Also OFFICE and Godown situated in the rear of the Messageries Maritimes Office.

Apply to

LAU HING & Co.

Hongkong, March 30, 1876.

TO LET.

HOUSE No. 5, Zealand Street.

DAVID SASSOON, SON & Co.

Hongkong, April 2, 1876.

HONGKONG MARKET PRICES.

Corrected to Saturday, May 6, 1876.

At 1090 Cash per Dollar Mexican.

Exchange, Lowest Cash.

Butcher Meat.

Bacon, English, lb. 400 300

" Poochow, " 170 160

Beef, sirloin and prime cut, cy. 200 160

Beef Corned, " 160 140

" Roast, " 180 160

" Soup, " 100 80

" Steak, " 180 160

Bullocks' Brains, per set 80 70

" Tongues, fresh, each 300 250

" " corned, " 450 400

" Head, " 1100 900

" Heart, " 160 140

" Feet, " 80 60

" Kidneys, " 100 80

" Tail, " 160 120

" Liver, " 120 100

" Tripe (undressed), catty 60 40

Calves' Head and Feet, set 600 500

Hams, American, lb. 350 —

" Chinese, " 200 160

" English, " 400 360

Mutton Chop, " 200 180

" Leg, " 200 180

" Shoulder, " 160 140

" Liver, " 180 120

Pigs' Chittlings, " catty 60 50

" Feet, " 120 110

" Fry, " 110 100

" Head, " 110 100